BIWEEKLY NEWS MAGAZINE

THE BARNACLE

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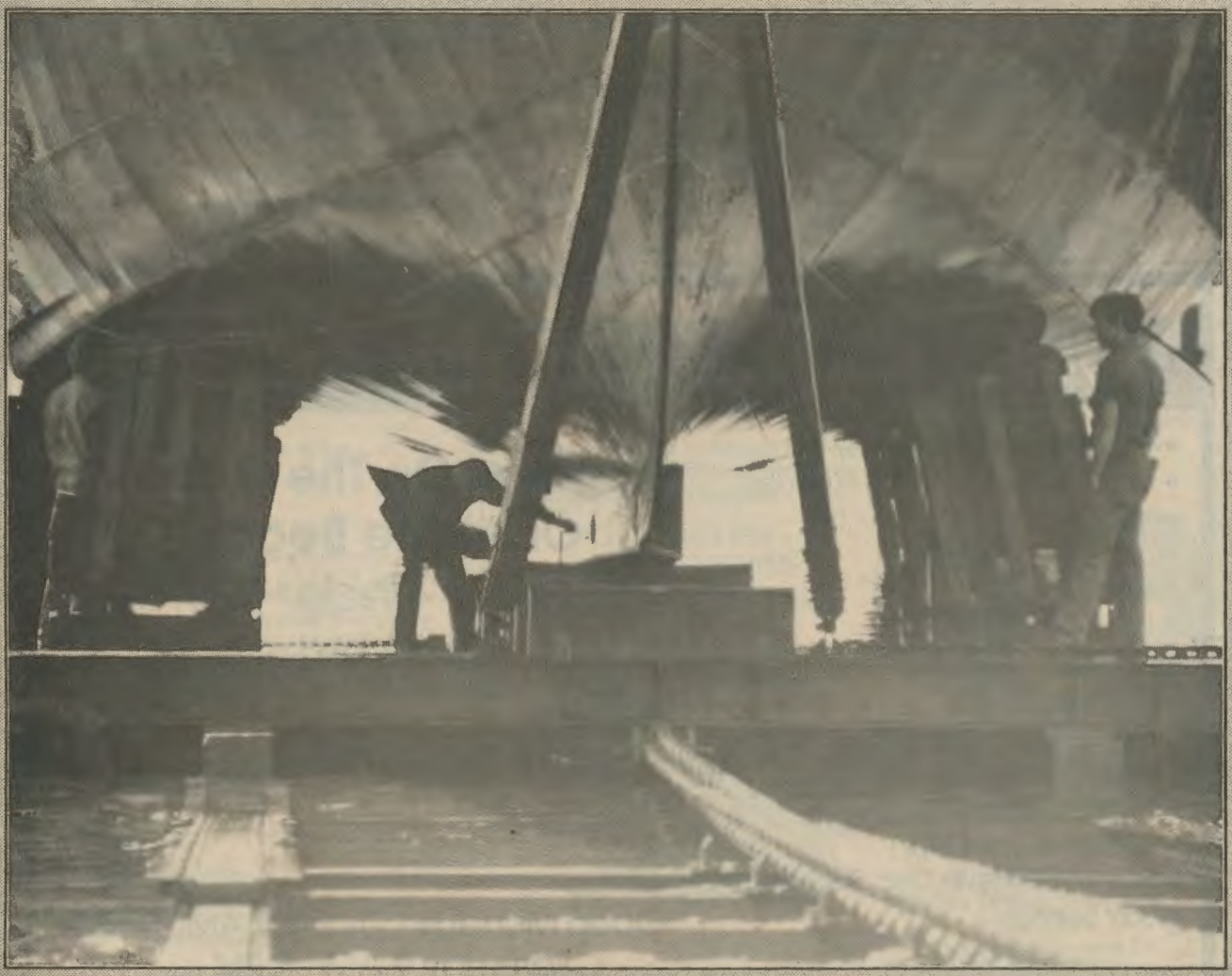

◆◆ VOL. 2 NO. 11 ◆◆
JUNE 6 - JUNE 19, 1991

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PUBLISHER NOTES

By Gary S. Golas

Now that the warmer weather is here, will New Bedford get its share of tourists? I'd like to challenge all political officials and businessowners alike, to not watch another year go down the drain without making an effort to attract people here. How can you do it?

Come together for one big summit meeting and pledge together as a city policy that "TOURISM IS ACCEPTABLE IN NEW BEDFORD." Than set out to develop a MARKETING PLAN of how you intend to get people here and put up some serious money to FUND the plan.

You can hear it from the experts in the field...Milt George, Ed Camara, Sheila Pina...people are still traveling in big numbers. Rather than waste everyone's time to discuss funding dilapidated ships, first stand up and say *yes...we do want tourists to come to this area and we will support a good marketing effort to get them here.*

It's a rather sad view to drive in the heart of the tourist district on a Saturday and count the few out-of-towners that really enjoy our assets. Come on, New Bedford, let's start eliminating the negative by accentuating our positive!

Cover Photo: A Fishing Vessel gets an overhaul at a local shipyard. It's usually a busy time of the year for the yards.

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Ship to Shore Messages from offshore and home

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To WBSM's Bill Brennan

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To: Antonio dos Santos
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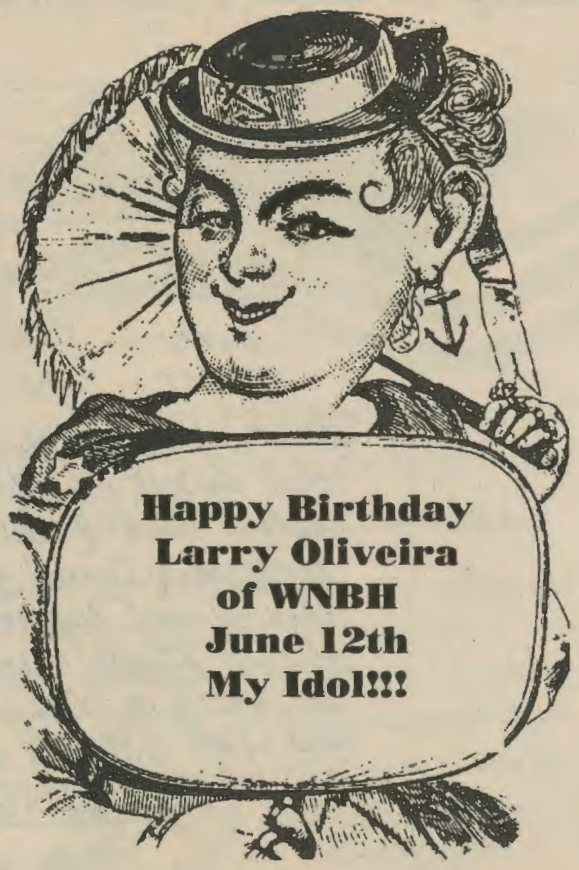
Special Thanks to WNBH's Larry Oliveira for these messages. If you woukld like your message on WNBH call Larry at 996-3371



Your Personal Message can appear here in SHIP TO SHORE... ***handwritten by you...free of charge.*** Simply write your birthday, anniversary or good luck wish, on a plain white paper with a black pen...include **full names of BOTH the *SENDER and RECEIVER*,** and **vessel names** and mail it to...The Barnacle, P.O.Box 71, Fairhaven, Ma 02719. Deadlines are the first and third Friday of each month for the preceeding issue. Limited space is available.

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DEADLINE FOR THESE MESSAGES IS JUNE 14

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Ship to Shore Messages Continue.....

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Two Day Meeting Planned To Discuss Long Awaited Scallop Plan

The Scallop Committee of the New England Fishery Management Council will be meeting on June 12 and 13 in Warwick to continue its discussions of developing the comprehensive sea scallop management plan.

The committee plans to discuss the issues of controls on days-at-sea or fishing days for both the full and part time scallop fleet, trip limits, mandatory data reporting, limits on vessel horsepower which is critical if days fished are to be traded and preliminary levels for the annual target quota and several moratorium criteria.

The full council recently voted not to support an emergency measure which would have done away with the meat count measures opposed by many fishermen. Although the Scallop Committee supported the emergency proposal, the council felt there was not enough documentation to support an emergency measure.

The current 35 meats per pound regulation is set to expire at the end of June. Any new management plan could take an additional six months more to be implemented.

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Fishing Vessel Safety: Non-Traditional Inspection And Professional Competency Certification Urged

WASHINGTON — Noting that commercial fishing is one of the most dangerous occupations in the United States, a National Research Council committee recently proposed a spectrum of safety improvements, including vessel safety standards, operator competency levels, and vessel inspection.

However, the committee emphasized that least costly, least intrusive measures - such as mandatory owner-inspection of vessels - should he implemented and evaluated before more stringent requirements are considered.

Specific recommendations addressed: registration: basic safety and survival training for all commercial fishermen: nautical skills development for fishing vessel operators: a certificate or license program to validate that essential skills have been acquired: a vessel inspection program beginning with compulsory self-inspection subject to U.S. Coast Guard audit: and other improvements in occupational and operational practices.

Recommending a "systematic, industrywide" approach to the problem, committee members urged the Coast Guard to work closely with fishermen, naval architects, marine surveyors, educators, insurance underwriters, and representatives of the nation's eight regional Fishery Management Councils.

"Least costly, least intrusive measures should he implemented first, building on existing agency resources and training programs," said committee chair Allen E. Schumacher, retired chair of the American Hull Insurance Syndicate. "If more rigorous measures were imposed first, that could drive many fishermen out of business, and the Coast Guard might not have the resources to implement them."

The committee, whose members came from all fishing coasts of the country, included a commercial fisherman, an occupational safety specialist, fleet safety managers, researchers, an economist, surveyor, a fleet operations manager, a fisheries management expert, and a marine educator. Safety was assessed in each of the nation's fishing regions, and a series of regional fact-finding was performed to obtain grass roots input. Representatives from all government agencies associated with fishing industry safety participated as well.

When conservation plans mandate short fishing seasons, the report states, officials should consider flexible season openings "to provide alternative fishing days when marginal or adverse weather is forecast." Compulsory insurance was not recommended, however, since the committee determined that such a requirement would not be practical under the present structure and economic conditions of the fishing and insurance industries .

Recommendations To Improve Safety Awareness

Each year, an estimated 250 fishing vessels are lost, and about 100 fishermen (a group which includes women as well as men) die while pursuing their occupation along U.S. coastlines, the committee learned. These accidents occur for various reasons, including equipment failures, groundings, capsizings, collisions , or human error, and certain regions seem prone to certain types of accidents .

The highest vessel loss and fatality rates are reported by larger Vessels, since they carry a larger crew, are often farther from help, and spend long periods at sea. But fatality rates for vessels under 65 feet in length also are "extraordinarily high," the committee said. Roughly 99 percent of the fishing industry fleet is not subject to operator licensing or vessel inspection.

While acknowledging that congressional authority probably will

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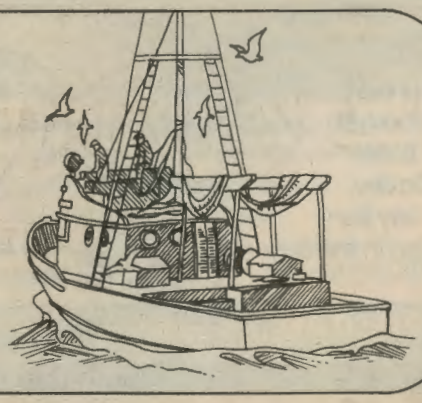

be required to implement a comprehensive national safety awareness program for the commercial fishing industry, the committee recommended:

• **An Integrated Safety Program.** The Coast Guard should implement a comprehensive safety program that addresses the full range of safety problems and provides an effective means for evaluating program effectiveness, the committee concluded. Initial safety measures should impose the least onerous burden on the fishing industry, with more stringent measures introduced in stages only if necessary until safety objectives are reached.

• **National Standards and Guidelines.** Outlining a '"holistic" approach to safety improvement, the committee urged the U.S. Department of Transportation' acting through the Coast Guard, to establish national safety standards and guidelines for vessels, equipment, and operators . These standards should be formed in cooperation with the National Oceanic and Atmospheric Administration, Occupational Safety and Health Administration, international and national fisheries commissions , the fishing and insurance industries, and marine educators.

• **Inspection.** Compulsory self-inspection following established guidelines, coupled with on.board audits administered by the Coast Guard, were among the committee's recommendations. However, the report states that more stringent inspection systems should be established if self-inspection fails to improve safety. The Coast Guard and National Marine Fisheries Services should research safety and economic programs for removing unfit vessels from service, the committee said.

• **Enhanced Qualification/Competency Certification.** The Coast Guard should lead an effort to improve safety awareness, partly through enhanced education and training opportunities, the report states. Such training might culminate in a certificate of competency or formal licensing. The

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effectiveness of safety measures should be assessed before more stringent requirements are imposed" the committee said.

• **Emergency Preparedness.** The committee said basic onboard emergency preparedness regulations must be established immediately. Further, the Coast Guard should require instructional materials for use of survival equipment; identify the need for new types of industry specific survival gear, such as work suits with flotation; and assist in the commercialization of new survival products.

• **A Safety Advocate for Each Fishery Management Council.** At Fishery Management Council meetings, safety issues usually are represented by a non-voting member - typically a Coast Guard staff officer. The committee said a senior Coast Guard officer should be established as a voting member of each council

• **Weather Reports for Fishermen.** Although most accidents are not directly attributed to foul weather, inclement conditions play a role in many accidents. More timely, complete, and accurate weather reporting services could prevent some losses, the committee said. It urged the National Weather Service to conduct research.

An Independent Heritage

Since they perform highly strenuous, dangerous tasks in relative isolation, fishermen are often romanticized as rugged individualists. Yet, the committee noted, each fisherman's harvest is, in fact, highly regulated, and various external factors can potentially affect fishing vessel safety. Examples of such external factors include environmental conditions , an increasing use of mechanized and potentially hazardous processing gear on-board vessels, conservation measures that limit the harvest season, and insurance costs. Though the committee emphasized that none of these external factors directly cause fishing vessel accidents, they can contribute to economic pressures which impact safety.

Since the Magnuson Fisheries Conservation and Management Act went into effect in 1976, eight Fishery Management Councils have been established to maintain a balance between the fish population and the annual harvest in specific regions. Conservation regulations limit harvest size and fishing time. Unfortunately, the committee found these regulations usually are not altered to reflect bad weather, so fishermen may expose themselves to

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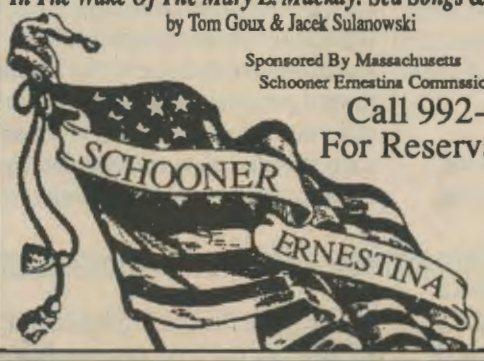

marginal or adverse conditions in an effort to earn their livelihood.

To correct this problem, alternative management strategies should be considered, the committee said. Specifically, flexible season openings alternative fishing days when marginal or adverse weather is forecast or occurs during openings."

High insurance costs also can create economic pressures , the report notes. Many fishermen contacted as part of the study expressed a concern that insurance companies do not offer a stable insurance market or distinguish among different categories of fishermen or vessels when setting rates, according to the report. Yet the committee recognized that insurance losses in the commercial fishing industry have been extremely high, and "reductions in insurance costs can only follow reductions in vessel losses and crew claims."

Good safety performance has been noted in areas where small groups of fishermen have banded together to establish self-insurance pools, the committee said, noting that economic risks provide a strong incentive to establish rigorous safety standards. Similarly, compulsory insurance laws might be expected to improve safety awareness, but the committee concluded that such a requirement probably would not be practical under current economic conditions, particularly in the highly competitive international insurance arena. The committee also observed that voluntary safety measures pioneered by the government and industry, where adopted, have improved safety on a vessel-by-vessel, person-by-person basis.

The fishing vessel safety committee was formed in response to the Commercial Fishing Industry Vessel Safety Act of 1988, which called for a study to be conducted by the National Academy of Engineering. The National Research Council is the principal operating agency of the National Academies of Sciences and Engineering.

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Coast Guard Reports

Provided as a courtesy of CG First District, Boston

April 26, 1991/ 9:38 PM

Coast Guard received an activated EPIRB signal on 121.5 MHZ coming from the vicinity of Nantucket Island. Upon further investigation, no signal was detected and there were no indications of distress or overdues. The Nantucket Airport Tower secured an active ELT on board an aircraft approximately 20-30 minutes prior to the signal being received by the Coast Guard.

April 26, 1991/ 1:07 AM

The F/V Costa De Gale, a 75' western rig with five people on board, was reported by the F/V Brazil to be taking on water and sinking fast 145 miles east of Nantucket. The crew members were donning life jackets and the nearest fishing vessel was one hour away. Two Coast Guard cutters and aircrafts were diverted to assist. A helicopter dropped a pump on board the vessel and when the cutter Campbell arrived a rescue and assistance team was put on board to assess the situation. Flooding was brought under control. The cutter towed the vessel in and was relieved by the Tug Jaguar.

April 27, 1991/ 5:19 PM

The Coast Guard received a mayday report on channel 16 from a young voice, described as barely old enough to speak. A directional find was not obtained. Another boater called to report, "Coast Guard, it's just a retarded kid." The original caller then mimicked the boater with, "retarded kid, retarded kid". An urgent marine broadcast was run for approximately one hour with no response. There were no further indications of distress.

April 28, 1991/ 12:04 AM

The F/V TLC, a 38' gillnetter with three people on board and carrying no liferaft and no EPIRB was reported to be taking on water in danger of sinking on Jeffreys Bank. An urgent marine broadcast was issued and Coast Guard cutters and aircraft were dispatched. The F/V Prowler was three miles and responded to assist. Meanwhile the vessel sank and the F/V Prowler located the three crew members in the water clinging to a picnic table and transferred them to another vessel for transportation to shore. The survivors had slight hypothermia and were treated by the crew of the fishing vessel. The cause of the flooding was reportedly a deck hose which became disconnected from the pump and flooded the vessel before corrective action could be taken. The Marine Safety Office in Portland were notified of the incident.

April 28, 1991/ 2:26 PM

The F/V Lucky Venture called for medical assistance 100 miles east of Chatham for its master who had awaken from a nap with numbness in his legs and extreme nausea. The flight surgeon was briefed and recommended that the vessel proceed toward port and the master's condition be monitored. The master soon reported he was feeling better and proceeded to New Bedford.

May 1, 1991/ 11:20 AM

Coast Guard Station Provincetown copied a partial broadcast on channel 16 stating, "Camp on fire". Local fire officials were contacted to see if this call correlated to any fires they knew about and it did not. There were no responses to Coast Guard calls and there was no response to urgent marine broadcasts for two hours.

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May 1, 1991/ 12:30 PM

Coast Guard Station Castle Hill copied a very short, "Mayday, Mayday" on channel 16. The call was too short for a directional find. There was no response to Coast Guard call backs and there was no response to an urgent marine broadcast lasting for one hour.

May 3, 1991/ 10:14 AM

Coast Guard Station Portland received a cellular telephone call from two persons in a liferaft reporting that their fishing vessel, the 45' stern trawler F/V Net Income had just sunk 18 miles southeast of Cape Elizabeth. They reported themselves to be in good health. Another nearby fishing vessel recovered both people after responding to the urgent marine broadcast and transported them to shore. A search continued to recover any free-floating EPIRB.

May 3, 1991/ 1:11 PM

The F/V Foz Do Mondego called for medical assistance 55 miles east on Nantucket regarding a crewman who had a rash covering his entire upper torso. The rash had started on his hand and spread. The flight surgeon was briefed and suggested that it might be poison ivy. The crewman had confirmed that he had been doing yard work prior to getting underway. The vessel decided to continue fishing after being strongly urged to head for port.

May 4, 1991/ 3:56 AM

The F/V Settler, a 90' scalloper reported that a crewman had injured his knee while setting out their wire. The knee was stiff and swollen with no discoloration. The flight surgeon advised to keep the leg elevated, apply ice and give aspirin for the pain. The vessel was still fishing, but may head for port later in the morning. A later communications report indicated that the crewman had slept through the night and that the swelling in the knee had gone down considerably while the vessel headed for its homeport. The master indicated that he was in no further need of Coast Guard assistance.

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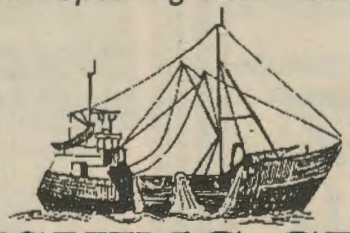

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Scallop Fisherman Awarded Able Seaman Document

Scott Spangler has been awarded U. S. Coast Guard Able Seaman document. The rating authorizes Spangler to perform the duties of a crewman on vesselsof 500 tons or less tonnage in any waters.

To earn the license, Spangler was required to pass a half-day examination by the Coast Guard in Boston. He prepared for the test by completing a Houston Marine exam-prep course at NortheastMaritime in New Bedford.

Spangler is a professional boxer in New Bedford and has worked as a scalloper.

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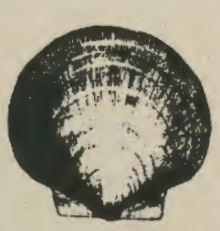
SCALLOP LANDINGS



Monday, May 20, 1991	*Chief*	12,800 lbs	$3.65 Channel
Tuesday, May 21, 1991	*No Scallopers At Auction*		
Wednesday, May 22, 1991	*Tradewind*	10,300 lbs	$3.30 New York
Thursday, May 23, 1991	*No Scallopers At Auction*		
Friday, May 24, 1991	*Capt Malc*	12,500 lbs	$3.25 New York
Monday, May 27, 1991	*Memorial Day, No Auction*		
Tuesday, May 28, 1991	*Tradition*	12,000 lbs	$3.65 Channel
Wednesday, May 29, 1991	*No Scallopers At Auction*		
Thursday, May 30, 1991	*No Scallopers At Auction*		
Friday, May 31, 1991	*No Scallopers At Auction*		

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Allen Cass

ABOVE PHOTO: A fishing vessel rolls over some waves deep out on the fishing grounds in this photo taken a number of years ago.

RIGHT PHOTO: Sometimes looking for scallops is hard work when most of your catch is starfish.

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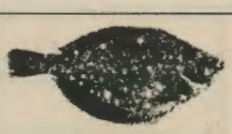
DRAGGER LANDINGS



Capt Mano 22,700/ Curlew II 20,800/ Galicia I 21,000/ My Way 25,100/ Rams 13,600/ Sancor 24,500/ Sunflower 23,200/ Va Sands 25,600

TOTAL 176,500 LBS

May 20, 1991 Monday

700 lbs	Haddock Large 1.50/ Scrod .50
91,200 lbs	Cod Large .70-.80/ Market .74-1.00/ Scrod .70-1.00
20,200 lbs	Blackbacks Large BB 1.00-1.10/ Small BB .75-1.10 /PW .60-1.10
23,000 lbs	Georges Lemonsole 1.20-1.50/ Large BB 1.00-1.15/ Small BB 1.00-1.10/ PW .60
900 lbs	Greysole 1.50/ Small Greys 1.20/ PW .75
12,100 lbs	Sand Dabs .40-.70
28,400 lbs	Yellowtail 90-110 count 1.00/ 100-120 count .75-1.00/ /140-160 count .75-.90/ 160-180 count .75

American Hope 23,400/ Capt Lourenco 16,800/ Hope II 11,500/ Imigrante 16,500/ Luso American I 23,500/ Ocean Spray 17,500/ Sea Siren 19,900/ So Crusader 23,000/ Susie K 22,500

TOTAL 100,900 LBS

May 21, 1991 Tuesday

79,700 lbs	Cod Whale .90/ Large .75-1.00/ Market .73-.91/ Scrod .71-.91
49,600 lbs	Blackbacks Large BB .90-1.10/ Small BB .65-.95/ PW .65-.80
13,000 lbs	Georges Lemonsole 1.00-2.00/ Large BB 1.00/ Small BB .80-.95/ PW .30-.40
1,500 lbs	Dabs .60-1.00/ Small Dabs .40-.70/ PW .30
1,400 lbs	Greysole 1.00/ Small Greys 1.00/ PW .50
28,600 lbs	Sand Dabs .40-.50
800 lbs	Yellowtail 100-120 count .90-1.10

Iberia II 27,500/ Lucimar 23,100/ Ruthie B 20,600/ Santo Antonio 24,000/ Vila Da Murtosa 12,000

TOTAL 119,600 LBS

May 22, 1991 Wednesday

300 lbs	Haddock Large 2.00
48,900 lbs	Cod Large .70-1.00/ Market .75-.80/ Scrod .75-.80
6,800 lbs	Blackbacks Large BB 1.05/ Small BB .90/ PW .66
1,400 lbs	Georges Lemonsole 1.20-1.25/ Large BB 1.10-1.20/ Small BB1.00-1.01/ PW .20-.50
400 lbs	Pollock .40
3,600 lbs	Greysole 1.50/ Small Greys .90/ PW .55
28,300 lbs	Sand Dabs .40-1.00
7,500 lbs	Yellowtail 100-120 count .97-1.00/ 160-180 count .70

Atlantis 19,400/ Bagatell 20,100/ Fisherman 29,900/ Jenny & Cristina 25,900/ Mary Elizabeth 12,000/ Portugal 13,500/ Sao Marcos 11,000/ Senhora Da Boa Viagem 21,100/ Vila De Ilhavo 18,800

TOTAL 171,700 LBS

May 23, 1991 Thursday

5,700 lbs	Haddock Large 1.50-1.70/ Scrod .60
70,000 lbs	Cod Whale .75/ Large .60-1.10/ Market .77-.90/ Scrod .75-.80
33,700 lbs	Blackbacks Large BB 1.00-1.15/ Small BB .80-1.00/ PW .60-1.00
3,700 lbs	Georges Lemonsole 1.50/ Large BB 1.10/ Small BB.80/ PW .60
2,400 lbs	Pollock .30-.40
1,500 lbs	Small Greys .60/ PW .40
29,900 lbs	Sand Dabs .40-.75
24,800 lbs	Yellowtail 100-120 count .90/ 160-180 count .70-.72

Alem-Mar 13,800/ Alentejo 13,700/ Atlantic Star 14,700/ Buenos Aires 15,400/ Cheri Andrea 7,300/ Exact 12,500/ Galaxy 6,400/ Lady of Grace 16,800/ Luso American I 16,800/ Mayflower 25,700/ Mischief 20,500/ Niagara Falls 22,800/ Ria De Aveiro 11,500/ Sao Paulo 23,300/ Westwind II 14,900

TOTAL 245,200 LBS

May 24, 1991 Friday

2,300 lbs	Haddock Large 1.50/ Scrod 1.25
88,600 lbs	Cod Whale .90/ Large .70-1.00/ Market .70-1.25/ Scrod .70-1.25
44,200 lbs	Blackbacks Large BB .70-1.50/ Small BB .50-1.50/ PW .40-1.10
1,100 lbs	Georges Lemonsole 1.80/ Large BB 1.40/ Small BB1.40/ PW 1.40
1,600 lbs	Pollock .30-.60
6,900 lbs	Dabs .40-1.25/ Small Dabs .20-1.25/ PW .60-1.00
4,600 lbs	Greysole 1.00-1.10/ Small Greys .40-1.00/ PW .60
60,500 lbs	Sand Dabs .35-1.25
37,700 lbs	Yellowtail 100-120 count .78-.90/ 130-150 count .80/ 160-180 count .60-.90

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Memorial Day, Monday, May 27, 1991

Act II 27,000/ Blue Seas II 31,100/ Caravelle 22,300/ Faial Island 26,700/ Helen Marie 21,300/ Humbak 32,800/ Isabel S 30,700/ Lady Jay 21,100/ Lisbon 15,400/ Sea Escape 17,600/ Shelagh K 26,700/ Triunfo 26,500/ Kalkyrie 27,200

TOTAL 326,400 LBS

May 28, 1991 Tuesday

4,700 lbs	Haddock Large 1.00/ Scrod .80-1.50
190,500 lbs	Cod Whale .85/ Large .70-1.00/ Market .77-1.00/ Scrod .70-1.00
40,700 lbs	Blackbacks Large BB .80-1.30/Small BB .60-1.15/PW .40-1.05
15,600 lbs	Georges Lemonsole 1.30-1.50/ Large BB 1.30/ Small BB1.10-1.20/ PW .40-.60
9,500 lbs	Pollock .25-.45
700 lbs	Dabs 1.00/ Small Dabs 1.00/ PW 1.00
48,400 lbs	Sand Dabs .35-.40
16,300 lns	Yellowtail 100-120 count 1.00-1.10/ 140-160 count .70/ 160-180 count .70-1.10

Bonansa 29,500/ Dinah jane 11,600/ Foz Do Mondego 18,000/ Linda & Iland 26,900/ Sunshine 21,100/ Susan Mary B 16,100

TOTAL 123,200 LBS

May 29, 1991 Wednesday

55,700 lbs	Cod Large .70-.90/ Market .70-1.05/ Scrod .70-1.05/
5,100 lbs	Blackbacks Large BB 1.40/ Small BB 1.00-1.40/ PW .60-.80
9,600 lbs	Georges Lemonsole 1.20-1.40/ Large BB 1.20-1.30/ Small BB1.20/ PW .80
2,100 lbs	Greysole 1.50/ Small Greys 1.00/ PW .40
26,900 lbs	Sand Dabs .20-.35
23,800 lbs	Yellowtail 100-120 count 1.00-1.10/ 160-180 count .75-.86

Ana Palmira 22,900/ Buzzards Bay 20,900/ Lady Laura 13,700/ Marlu 23,100/ Rams 21,100/ S Pedro 16,000/ Sagres 12,200/ Three Sons 5,200

TOTAL 135,100 LBS

May 30, 1991 Thursday

36,400 lbs	Cod Whale 1.00/ Large .90—1.00/ Market .90-1.05/ Scrod .80-1.05
18,400 lbs	Blackbacks Large BB 1.25-1.40/ Small BB 1.10-1.35/ PW .85-1.00
9,800 lbs	Georges Lemonsole 1.50/ Large BB 1.35/ Small BB1.25/ PW .80
900 lbs	Dabs 1.50/ Small Dabs 1.25/ PW 1.00
6,000 lbs	Greysole 1.25-1.50/ Small Greys .80-1.10/ PW .50-.70
31,500 lbs	Sand Dabs .36-.38
32,100 lbs	Yellowtail 100-120 count 1.00-1.25/ 140-160 count .80/ 160-180 count .80-1.25

American Hope 17,000/ Elizabeth 11,000/ Hope II 10,600/ Libby II 17,600/ Miss Happy 14,700/ My Way 15,300/ Nauset 10,400/ Navegante 16,500/ Susie K 18,500

TOTAL 131,600 LBS

May 31, 1991 Friday

55,400 lbs	Cod Large .90—1.05/ Market .90-1.05/ Scrod .80-1.05
42,100 lbs	Blackbacks Large BB 1.20-1.45/ Small BB .80-1.30/ PW .50-.70
15,400 lbs	Georges Lemonsole 1.50/ Large BB 1.40-1.45/ Small BB1.20-1.35/ PW .50-.60
3,000 lbs	Dabs 1.10/ Small Dabs .85/ PW .65
3,200 lbs	Greysole 1.50/ Small Greys .99/ PW .50
12,300 lbs	Sand Dabs .50
200 lbs	Yellowtail 100-120 count 1.25

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Offshore Mariners Association Updates

Written By Howard Nickerson, Executive Director

I attended a meeting at Mass. Maritime Academy on Wednesday, May 30th for a meeting in Buzzards Bay.

The meeting was held by the Mass. Maritime Fishery Advisory Committee to discuss mainly a petition by the Massachusetts Lobsterman's Association.

The petition wanted to stop draggermen landing, selling, or distributing any lobsters in Massachusetts regardless if they are caught in offshore waters many miles from the Massachusetts state legal water boundaries.

Does the Massachusetts Marine Fishery Advisory Commission have the right to make and force these types of landing regulations?

They believe that they do.

To some draggermen, the incidental or by catch of offshore lobsters means a great financial assist in these days of small fish catches and smaller dockside prices.

Could you take a few lobsters home for your family or neighbors?

I doubt it!!

There were a few more than 100 lobstermen present. There were about 35-40 small boat draggermen present.

Both James Costakes, Manager of the Seafood Producers Association and myself as well as some of the draggermen present opposed the petition as presented.

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Schooner ERNESTINA Log

Provided by Schooner Ernestina Commission
By Joseph C. Cardozo, Director

An Invitation To Celebrate

The public is invited to attend a four part series of lectures, film, music and fun to honor the new designation of the Schooner ERNESTINA as a National Historic Landmark. The first is scheduled for Thursday, June 20th at 7:30pm at the New Bedford Whaling Museum and will focus on the first career of the vessel...that of a Gloucester Fishing Schooner. Entitled First Chapter, 1893-1924, Effie M. Morrissey, ESSEX SHIPBUILDING AND GLOUCESTER FISHING INDUSTRY, the program will feature the director and curator of the Essex Shipbuilding Museum, Diana Stockman and Jim Witham. The program will conclude with sea songs and folklore by Tom Goux and Jacek Sulanowski entitled THE WAKE OF THE MARY L. MACKAY. Admission price is $5 and advanced registration is requested.

The remaining three programs will focus on the ERNESTINA'S three following careers. On June 27th at 7:30pm at the Whaling Museum the program entitled Second Chapter, 1925-1946, Effie M. Morrissey, ARCTIC EXPLORATION AND WORLD WAR TWO, will feature an introduction by Frederick Littleton, a 1940 West Greenland Expedition member, a 1030 Pathé Movietone Newsreel entitled "Captain Robert A. Bartlett Memorial Film" and followed by question and answers with Bartlett Boys Littleton and Austen B. Colgate. Feature programs include an enjoyable dockside festival celebrating the ERNESTINA'S Immigration career on July 5 at the State Pier and a sunset sail July 18th commemorating ERNESTINA'S future programs.

For more details on all of the programs, call the ERNESTINA Office at 508-992-4900.

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The New Bedford Seafood Festival is being devoted to the hard working men and women who bravely make their living on the sea, bringing in the freshest of fish and scallops which in turn help our communities prosper.

How else with photographs and videos can we potray your hard work. With your support we are looking to develop a photo and video exhibit which will show thousands of folks during the festival August 16-18th what it takes to bring in the best in seafood.

If you have photographs and videos you would like to share with us please call 996-9109. Hope to hear from you!

Tips About Aids

This article is written by the New Bedford AIDS Education Exchange

AIDS or Acquired Immune Deficiency Syndrome is a condition which breaks down our defense system. This breakdown leaves the body open to a variety of diseases. These diseases may not normally be a threat to the healthy child or adult, but can result in death to a person with AIDS.

AIDS is very difficult to get. It is not transmitted casually and therefore can not be contracted from:

-a toilet seat
-bathtubs, showers or doorknobs
-handshaking or other routine contact
-donating blood
-sneezing, coughing or spitting
-or any other casual contact

A person's blood, semen or vaginal secretions and in some cases breast milk can transmit the virus. There are three ways these body fluids can spread the virus. First, blood can spread the virus when needles and syringes are shared with someone who is HIV positive.

Secondly, the virus can be spread sexually, through intercourse, from someone who is HIV positive.

The third means of spreading the virus can be from a pregnant woman who is HIV positive to her unborn child.

Fortunately, AIDS is 100% preventable. To protect yourself and decrease your chances of contracting the HIV/AIDS virus, several options are available:

- Abstinence from sexual intercourse and intravenous drug use.
- Having sex with only one partner and both persons being negative.
- If you are unsure of your partners past IV or sexual practices, use latex condoms lubricated with non-oxynol 9.
- If you use needles or syringes to inject drugs, clean your works (needle, syringe, cooker, etc.) with bleach and then water.

Always remember — it is important to respect and take care of your body.

For more information or questions regarding testing and other services call Denise Laverdiere 991-6174 or Christine Connolly 990-8280.

The Americans With Disabilities Act

by
Attorney Robert T. Karns

On July 26, 1990, President Bush signed into federal law The Americans with Disabilities Act. The act covers private businesses, corporations, partnerships, associations, unions, and other entities, as well as state and local governments. The federal government is exempt from this act, although it is covered under the Rehabilitation Act. The law is effective July 26, 1992 for employers or entities that employ 25 or more persons. This situation is expanded two years later, effective on July 26, 1994, to cover entities that employ 15 or more persons.

Under ADA, disability with respect to an individual means a person with a physical or mental impairment that substantially limits a major activity of the individual; with the record of such impairment; or being regarded as having such an impairment. Under ADA, qualified persons may not be denied equal employment opportunities for jobs or benefits because of a known disability.

The ADA mandates not to discriminate in employment includes prohibitions against:

1.) Limiting, classifying, or segregating a job applicant or employee in a way that adversely effects the opportunities or status of the person because of his or her disability.
2.) Participating in a contract or other arrangement that has the effect of discriminating on the basis of disability against an applicant or employee.
3.) Utilizing standards, criteria, or methods that have the effect of discriminating or perpetrating discrimination.
4.) Excluding or denying job benefits to a qualifying person because of the known disability of a person with whom the qualified person is related or associated.
5.) Selecting or administering employment related tests that screen out disabled persons.
6.) Using qualifications standards or tests that screen out persons with disabilities.

In addition, there is also a provision indicating that under the ADA, employers must make reasonable accommodation to the known physical or mental limitations of an applicant or employee unless such action would create an undue hardship on the operation of the employer's business. This simply means that they would have to accommodate the disability, i.e. wheelchair ramps, handicap phones, etc.

There is also a provision on medical examinations. People with disabilities should be aware of when this law is effective and what the ramifications are in order to protect their future employment prospects. As the law takes effect, people that feel as though they are victims of discrimination that violate ADA should consult an attorney.

Seafood Industry Remains Opposed To Fee-paid Inspection Program

WASHINGTON, D.C. — In two days of follow-up discussion to the National Academy of Science's Institute of Medicine report, Lee J. weddig, Executive Vice President of the National Fisheries Institute (NFI) , was called upon to testify before the scientific community and the Congressional Subcommittee on Fisheries and Wildlife Conservation and the Environment on the role of industry in ensuring the safety of the U.S. seafood supply.

At the May 14 symposium at the National Academy of Sciences, Weddig presented a paper on the "Responsibility of Industry in Protecting the Public Health." Weddig made the case that seafood companies, while having myriad reponsibilities to stockholders, employees, and suppliers, cannot be successful without first being responsible to the consumers of their products. He indicated that the ultimate industry contribution to public health is to provide abundant, affordable supplies of highly nutritious products to the consumer, pointing out recent data indicating the health benefits of diets high in fish and seafood.

Weddig continued by addressing the role of industry in helping to shape government regulatory policy, once again affirming the industry's commitment to a comprehensive, mandatory seafood inspection program. His comments focused on the importance of enforcement of regulations to ensure maintenance of seafood industry standards and in preventing unsafe products being brought to market. Weddig also concurred with the Academy's recommendations pertaining to recreational and subsistence fishermen and the need for increased consumer education about seafood safety and handling.

The following morning, at a Congressional hearing on the same National Academy of Sciences report, Weddig testified that the report reinforced the industry's desire for a comprehensive, Hazard Analysis Critical Control Point (HACCP)-based, mandatory seafood inspection program, with a few minor exceptions. Weddig cautioned that perhaps too much emphasis is being placed on the risks attributed to raw molluscan shellfish, and that greater concern should be directed to controlling illegally harvested supplies of raw mollusks. Weddig listed the following industry objectives for a seafood inspection program:

- *Certification of seafood processing plants;*
- *Surveillance of seafood processing plants;*
- *Surveillance of imported seafood products;*
- *Increased monitoring . of molluscan shellfisb growing waters;*
- *Increased monitoring for toxic substances; and*
- *Ecohomic violation enforcement.*

He applauded the action of the Bush Administration in

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establishing an Office of Seafood at the Food and Drug Administration's Center for Food Safety and Applied Nutrition, comparing the establishment of a seafood office to the establisment of a dedicated milk program. "The significance of a seafood office is twofold. It allows the concentration of experts who can devise policies and programs most suited to the unigue needs of this category of product and also provides the means of efficient enforcement," stated Weddig.

Weddig did, however, raise some industry concerns about the nature of any legislatively-mandated seafood inspection program. He was particularly concerned about how a program would be administered, anticipating conflicting or inconsistent enforcement or monitoring if different federal agencies were charged with different, potentially overlapping responsibilities. He adamantly opposed any program that is funded by industry, citing the inherent inequity of taxpayer-funded programs for meat and poultry. He is also concerned that no other generic food safety issues be addressed in seafood safety legislation, where it would be more appropriately addressed elsewhere.

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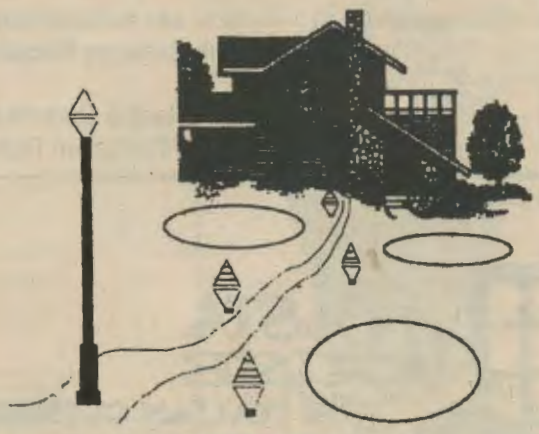

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Fillet of Sole Aux Crevettes

4 medium pieces fillet of sole
1 Tbsp lemon juice
3 oz. can whole mushrooms, drained
1/4 cup chopped parsley
1 tsp prepared mustard
1 tsp cornstarch
1 cup light cream
1 cup tiny, cooked shrimp
2 Tbsp fine dry bread crumbs
1 tsp melted butter

Brush each fillet with lemon juice. Season with salt and pepper. Sprinkle one side with parsley. Cut each fillet in half, lengthwise. Roll up loosely, parsley-side in; shape like a cone while rolling. Secure with a toothpick. Stand rolls up in a 9" baking dish. Cover and bake at 425 degrees for 10 minutes. Drain; remove picks. Press a mushroom into the top of each roll. In a small saucepan blend mustard into cornstarch; stir in cream. Cook and stir until bubbly. Add shrimp. Pour this sauce over the fish. Mix crumbs and butter. Sprinkle over the fish. Bake, uncovered, for 10-15 minutes. Serves 6-8.

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T O G S I O F R R M H I I
A N K N P L O T B A W N R
Y M O V I E S R D P O P D
I D R E A M E E T I R A T
N R E K A L M E T O N N F
S E S E L K N I R P S K O
I T E A G E D A W O E R S
D A Z F W N N L I S T E P
E W E I O D I P O O L E R
S E E C L O F H P I D B A
K C R O S N I A T N U O M
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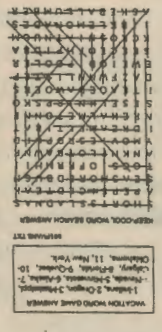
Bathing
Beer
Breeze
Bus (ride)
Coke
Dip
Dream
Fan
Find (cool spot)
Hose
Ice water
Iced tea
Lake
List
Lemonade
Lumber
Meet
Mountains
Movies
Nap
Nod
Note (write)
Pepsi
Pool
Pop
Plot (garden)
Rink (indoor ice)
Row
Sandals
SAS (fly!)
Seashore
Shade
Ship
Shorts
Ski (water)
Slow
Sod
Soft Drinks
Sprinkle
Stay inside
Step (slowly)
Swimming
Tree
Togs
Umbrella
Wade

Vacation Word Game

1. — — D — — — —
2. — R — — — —
3. — — — — I — — — —
4. — — V — — —
5. — — — — E — — — —

6. — — — S — —
7. — A — — — — —
8. F — — — — — —
9. — — E — — —
10. — — L — — — — —
11. — — — Y — — —

1. The Hoosier State
2. Pioneer route west named for this state
3. State of the Old Man River
4. Gambler's delight
5. Land of 10,000 lakes
6 Coolest state of the USA
7. Stampede to this Canadian City
8. Disney World state
9. French speakers feel at home in this Canadian City
10. Also the name of a famous musical
11. Empire State



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Massachusetts Lobsterman's Association Takes Strong Stand Against Draggers Landing Lobsters

The Following Is A Letter Reprinted With Permission From The MLA NewsletterWritten By Association President Nathaniel R. Dexter

The Commercial Lobster Fishery in Massachusetts is economically the most important fishery within state waters, and in terms of sea products, is the Commonwealth's most valuable single species resource.

In order to conserve the resource and insure the continued viability of the industry, lobster fishermen have, for many years, been taking conservation measures to protect the lobster. As a single species fisherman, he must conserve or he's out of business.

The lobster fisherman is continuing his efforts to conserve, the latest measures being escape portals for traps and serious discussions toward effort reductions which will probably take form of trap limits. The vast majority of lobster fishermen, however, feel their efforts are in many cases being negated by actions by multispecies fishermen that, because of declining fish stocks, have begun to target lobsters as a directed fishery.

The otter and beam trawl (dragging) operations on lobsters, much of which is unreported, has resulted in increased gear conflicts between the mobile and fixed gear segments but, most importantly, has resulted in damage being done to the lobster resource itself. The targeting of lobsters as a directed fishery using the dragging method has a devastating effect on soft-shelled lobster populations and we feel has also been a major contributor to the increase in the "cull lobster" count. The hurding of large concentrations of these brittle creatures into cod ends, which are then dumped on a deck for sorting, hardly constitutes proper handling and is not conducive to producing a quality product. This aggressive method of fishing for this animal makes no discrimination for size, hardness of shell or habitat protection while in the act of harvesting. Likewise, it has resulted in an appalling number of scrubbed eggers arriving on draggers into Massachusetts' ports primarily from the offshore waters. We understand, and do believe, that most dragger fishermen probably do not scrub eggers, however, the high number of large lobsters, many too large for lobster traps, that are landed and have been scrubbed are denying the resource an incredible amount of recruits. The dragging method is efficient as shown by the virtual collapse of the groundfish supply. Unfortunately, we feel, it is efficient to the extreme detriment of a fishery that the state and federal biologists have continuously cautioned is being overfished and in need of more conservation measures. Conservation measures should consider methods of harvesting as well as minimum sizes and numbers of fishing devices in use.

Other major lobster producing states and countries have seen the folly of subjecting this species to the dragging method of harvesting and have banned this method of operation on lobsters. The Commonwealth of Massachusetts does not allow the taking of lobsters within its state waters by the dragging method of harvesting. Unfortunately the current regulations formulated by the state are still full of loopholes and enforcement is very difficult, if not impossible.

It should be noted that it is only the harvesting method that is objectionable and to that end it is to be proposed here that there shall be no landing of lobsters in the state of Massachusetts by those using the otter or beam trawl (dragging) method of harvesting. Lobsters do not recognize the state and federal jurisdictional boundaries. Lobster stocks move between those areas. Once again, the accepted experts have indicated conservation measures are needed in both areas. While Massachusetts may not be able to control federal fishery policies, it can discourage inappropriate harvesting methods for certain species.

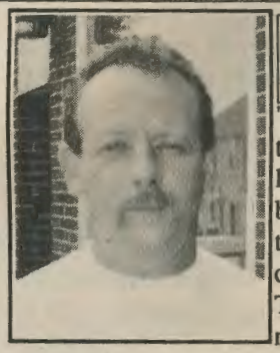
We would support action that would allow dragger operators to fish for lobsters for all or even part of a year using traps as the harvesting method. They already hold lobster permits.

If the harvesting of lobsters by the dragging method is curtailed; the resource measures that have been taken and will be taken by lobster fishermen, will have a chance to work and will insure a continued viable resource for all who choose to harvest the lobster using conservation-minded methods.

Nathaniel R. Dexter
MLA President

"Dockside Expressions" By Karen Gomes

This weeks Barnacle question - "As a conservation measure the Massachusetts Lobstermen's Association is trying to get the State to pass a law to stop draggers from landing any lobsters into port. What is your opinion of this?"

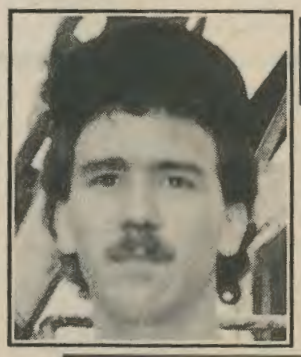


William Goyette
F/V Andrea Jean

"I think they should let the draggers bring the lobsters into port because if they can't and they throw the lobsters overboard they will die. They don't get that many lobsters when they're dredging the bottom of the ocean. I think they should let them bring the lobsters in."

Mike Tevlin
F/V Vega

"The amount of lobsters brought into port is such a small fraction of a percentage. It is only a minor fringe benefit for the men to bring a lobster home and enjoy it with their family. For the hard labor put out, a fisherman should be able to enjoy a lobster or two."



Frank Payne
F/V Capt. Malc

"We don't catch that many lobsters, so the law really wouldn't help much. If we do catch lobsters we only catch one or two."

Boyd White
F/V Capt. Malc

"We don't catch that many lobsters, so it really wouldn't make that much of a difference if they pass the law."

Jim McFadden
F/V Vickie

"It's unfair! They want all the lobsters for themselves!"

Michael Perks
F/V Commador

"This has been a good year for lobsters, there are plenty of them around. They should let the draggers bring them into port."

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Mais Reuniões, Mais Confusões

By José Vinagre

Porque somos muito crentes no valor dos adágios populares, aquele que podemos melhor aplicar aos orgãos supervisores das pescas regionais, é o que diz "DA DISCUSSÃO VEM A LUZ", ou abraçados na nossa crença, esperamos que isso venha a acontecer.

A comissão da pesca do scallop, do Conselho de Pescas da Nova Inglaterra (NEFMC), em reunião do dia 15 de Maio, votou 4 a 3 em apoiar um plano de conservação de emergencia, contudo o conselho opôs-se a tal medida no dia seguinte. Os membros do NEFMC reuniram-se nos dias 16 e 17 de Maio em Falmouth para estudar e tomar acção sobre o plano de emergencia que incluiría um limite de 10.000 libras de scallop por viagem, e 225 dias de viagem anual por barco, ou seja 52 dias por trimestre. Caso fossem adoptadas estas propostas, tomariam o lugar da presente medida de contagem de scallops, que diga-se de passagem, já fez correr muita tinta. O membro do conselho Sr. Louis Goodreau, disse que alguns membros não se sentiam confortaveis com a proposta, em virtude de não terem provas suficientes que há um volume excessivo de pescado. O problema principal reside com a indecisão por parte dos biologistas que não conseguem determinar que volume de pescado possa ser considerado como optimo grau de conservação. Se o conselho tivesse apoiado a proposta de emergencia, o Servico Nacional das Pescas Maritimas (NMFS) seria então obrigado a estudar a proposta, o que poderia demorar aproximadamente tres semanas.

A comissão, propõe-se voltar a mesa de estudo nos dias 11 e 12 de Junho para preparar uma proposta mais concreta. O local da reunião ainda não foi determinado até a altura deste escrito. A comissão já se encontra a estudar o plano de emergencia apresentado, desde o principio de Fevereiro. Vozes destro da comissão, dizem que um plano concreto, só poderá ser posto em practica no prazo de seis meses ou mais.

A proposta do numero de dias de pesca, aparenta ter mais apoio do que o numero de dias no porto, como anteriormente havia sido apresentada. O numero de dias de pesca por tremestre e a tonelagem de pescado por viagem, seriam aplicados as unidades pesqueiras, tanto temporarias como permanentes.

É de crer que tanto uma medida como a outra sejam incluidas no novo plano. Outras partes do plano inclui um limite de unidades na frota, um limite de 9 homens por barco e limite no tamanho do aparelho de pesca.

O plano presente de contagem de scallops seria abolido, contudo o periodo das 12 horas autorizado para descarga seria mantido assim como também o tamanho da concha. Todos os barcos e compradores serão obrigados a participar no programa de registo de pescado apanhado e descarregado.

Depois de tantas reuniões para estudar, propor, emendar, discutir escrever, emendar outra vez, corrigir emendas, e mais propostas, esperamos que ao fim deste tunel de estudos, nós possamos ver a luz dum plano que se possa compreender e que proteja o futuro.

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The New Bedford Seafood Festival Committee is kindly requesting all boatowners, captains, crews and seafood dealers to consider a contribution of a tote of fish or bag of scallops on any given trip from now until August.

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Raise Public Awareness of Importance of Fishing Industry To The Community

and

Build Consumer Confidence that *New Bedford Landed* Seafood Is the Best Seafood To Purchase, Prepare and Consume

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